



*Imagine
Where Imagination Takes Flight*

CIVIL AIR PATROL

Arundel Composite Squadron

Schedule of Events

Staff Meeting	Aug 28
Ground Team	Sep 6
Wing CAC Meeting	Sep 8
Truck Rodeo	Sep 13
SAREX (St Marys)	Sep 20
Halloween Party	Oct 28
MDWG Conference	Oct 31
- through -	Nov 2

Arundel Squadron Newsletter



Memorial Day Flag Posting

Mr. Gabor Feher, CAP

On Memorial Day, our squadron volunteered to place American Flags at the Veterans' gravesites at the Cedar Hill Cemetery. A dozen Cadets and Senior Members showed-up that early Monday morning.

We were already driving toward our destination, when most people were just getting out of bed and starting to get ready for their holiday festivities. The office manager at the cemetery was very glad to see us, and was most appreciative as she handed us about 600 flags for us to distribute.

We placed one flag at the gravesite of each veteran. It took us about 2 hours to complete our task, with the entire squadron working together as a team. It was cloudy that morning, with light rain falling from the sky. The weather, however, did not dampen our spirits as we continued with our work.

After the last flag was placed and we were ready to head back to the cemetery office, a ray of sunlight briefly shined through the clouds. It was almost as though someone from the heavens above smiled on us for a moment, in a gesture of appreciation for honoring our fallen heroes.

Arundel Begins 2003-2004 Ground Team Training School

Tim Strickland, Maj, CAP

Starting in September, the Arundel Composite Squadron (ACS) kicks off its second Search & Rescue Ground Team Member (GTM) School. Classes will be held 1 weekend per month, lasting through the spring of 2004. The first class will be classroom presentations required for General Emergency Services (GES) qualifications. In addition to formal training typically held at Patapsco State Park and other overnight locations, the Wing conducts Air Force sponsored Search & Rescue Exercises (SAREXs) throughout the state.



Arundel & Fort McHenry GTM Trainees take a break beside the river during a fall training weekend.

Frequently, Arundel teams up with other squadrons to hold joint training sessions. This allows us to make best use of the time available by offering a greater variety of skills training. Trainees just participate in the sessions that are most applicable to their training needs.

GTM training over the past year has helped 2 Arundel senior members and 3

cadets qualify as GT Members. Two of those cadets went on to earn the grade of Ranger 2nd Class at Hawk Mountain. Four additional Arundel Cadets are near completing their GTM qualifications.

Cadets and Senior Members interested in participating in this season's training, including those near completion of the their GTM qualifications, should talk with 2Lt Scott Harris.

March 2003 Search and Rescue Exercise (SAREX)

C/TSgt Mike Strickland, CAP

On March 15th and 16th, Arundel Composite Squadron's Ground Team participated in the Air Force sponsored Search And Rescue Exercise (SAREX), based out of Salisbury Airport on the Eastern Shore.



Cadets from Arundel's GT attempt to localize a simulated Emergency Locator Transmitter (ELT) at an Air Force sponsored SAR exercise on the Eastern Shore.

A SAREX is better in some ways than a squadron sponsored Field Training Exercise (FTX). First, a SAREX actually

counts as a mission. You need 2 missions, a SAREX and a mission, or 2 SAREXs before qualifying as a Ground Team Member (GTM). Second, a SAREX provides the opportunity for the entire group to work as a team, honing their skills together.



Arundel's GT Cadets successfully locate the simulated Emergency Locator Transmitter (ELT) in the side of a densely covered hill near Crisfield, MD.

Upon reporting in to mission base, we conducted a vehicle inspection. Although we had inspected the vehicle the night before leaving for the SAREX, this provided the opportunity for many of our cadets to get signed off.

We came expecting to be tasked to locate a simulated ELT (Emergency Locator Transmitter) placed somewhere on the Eastern Shore. But our first tasking wasn't what we'd expected. We didn't get a chance to go find a simulated ELT until the next day.

Colonel Fairchild, the Air Force Liaison Officer, asked us if we would like to pose as victims of a simulated airplane crash. We agreed and went to the simulated crash site, on the way to Ocean City. He gave each of us a piece of paper that had our status on it. For example I was, "Dead," others were "Not Responding". SM Scott Harris was decapitated.

After sitting and talking in the woods for a while, BCC (Bethesda Chevy Chase) Squadron picked up our simulated ELT signal and came to the simulated crash sight. They secured the area, began examining the victims (us), and pretended to administer first aid. A little while later Bowie Squadron did the same thing.

When the day was over, SM Tim Strickland arranged for us to spend the night at the Ocean City Coast Guard Station - yes, the one by all the rides. It

certainly was warmer than sleeping in 30-degree weather.

The next day, Capt. Pumphrey received orders from Lt. Col. Redman and we were off to find a simulated ELT. We ended up having to DF (Direction Find) in a field near a lot of horse manure. We located that beacon pretty quickly near Crisfield, MD.

The next simulated emergency signal took us to Selbyville, Delaware. After DF'ing about ten times, the signal took us to a rail yard in Selbyville. We had difficulty locating it because of all of the metal; another squadron had hidden the ELT in a pipe in the rail yard. We were pulled out and told to return home. The simulated ELT ended up being only twenty feet away from us! At least it was an exercise.

We all learned more about how to operate on missions and got some valuable experience. For example, radio communications, direction finding, and determining distress beacon bearing. All of the trainees got at least five tasks signed off. SM Tim Strickland, SM Scott Harris, C/SrA Mike Strickland, and C/A1C Kevin Harris completed their 101T Cards and became fully qualified ground team members.

Arundel Ground Team looks forward to seeing you on the next FTX or SAREX - or possibly an actual mission?

Armed Forces Day Air Show at Andrews AFB

By C/TSgt Larry Mayer II, CAP

It was a cloudy, wet Saturday. There was a lot of security, but we were still able to park rather close and we didn't have to go through the metal detectors. Only a few aircraft flew, so it was mostly a "ground show." The commander, Capt. Pumphrey, 2nd Lt Mayer, Cadet Strickland, Cadet Burleigh, Cadet Krystle Mayer, Cadet Kimberly Mayer, and myself attended.

CAP had two displays, NATCAP (National Capital Wing) had a Cessna plane & some activities and Bowie Squadron had a Ground Team display. NASA had some nice aerospace activity items and displays. I liked the static displays, there were too many to name them all. I did get to see a stealth bomber, but the guards and dogs didn't let us get

very close. There were a lot of freebies; I got posters, Frisbees, t-shirts, and pens. I had to pass a push-up PT (Physical Training) test to get the National Guard racing team t-shirt.

One of the cadets paged Capt. Pumphrey over the Air Show intercom requesting that "Chris Pumphrey report to the lost child facility, your parents are waiting for you (fortunately Capt. Pumphrey didn't hear the page so no one got in trouble).

World War II Weekend (Reading Air show)

By C/SrA Dalton Smith, CAP

The Reading Air show was cool, even though it rained on Saturday and CAP had to sleep in a building.

The coolest part was being able to walk around at the show freely and being able to meet veterans of World War II. Another thing that was cool was parking cars in the rain; that was fun.

When we went in to see the show on Sunday I saw a lot of cool things. Cadet Strickland and I went in and the planes were doing stunts, rolls, flips, everything.

There were reenactments all day. One of the reenactments was cool because they used a flamethrower. Another thing that was cool was when it rained it got really muddy; when the tanks drove in the dirt it made even more mud, mud was everywhere... on our boots, pants, but it was fun walking in it.

The only part I didn't like was waking up at 6 AM and waiting until 10 AM to do something. For example, we couldn't go into the show until noon. That is what I liked and didn't like. I had a great time, I recommend for everyone to go next year.

How you feel about yourself is like a personal bank account. You make deposits and withdrawals with all the things you think, say, and do. When you do an act of kindness, for example, that's making a deposit. When you break a promise, that's making a withdrawal. Even small deposits over a long period of time lead to a healthy account.

What's the balance of your personal account?

National Air & Space Museum Garber Restoration Facility

C/AIC James Feher, CAP

My favorite part of the Garber Air Museum was the Japanese Aichi Seiran airplane. The Garber Air Museum is the only place in the entire world where this airplane exists today. The Japanese wanted to use this airplane during World War II to attack the United States. They made these planes such that they could transport them on submarines. They disassembled some parts, like the wings, and reassembled them when they got close to the shore. The planes were reassembled in 30 minutes or less. They wanted to bomb the Panama Canal to disrupt American supply ships going from the east coast to the Pacific Ocean. Luckily, the Japanese surrendered before these airplanes could do much damage during World War II.



I also liked the demonstration on how the helicopter worked. The tour guide did a really good job explaining how the helicopter lifted off the ground. The demonstration was really cool. He also explained how the helicopter turned and how the rear propellers kept it from spinning around.

Note: For more information on the Aichi Seiran, visit:

http://www.nasm.si.edu/nasm/aero/aircraft/aichi_serian.htm

"Will you tell me which way I ought to walk from here?" asked Alice.

"That depends a good deal on where you want to get to," said the Cat.

"I don't much care where," said Alice.

"Then it doesn't matter which way you walk," said the Cat.

- Lewis Carroll

Alice's Adventurers in Wonderland

Where do you want to go? How can you get there from where you are now?

The Way of Honor

By SM Robert J Williams, CAP

When I was in elementary school, I started taking Martial Arts classes. I quit when I was in the 7th grade. It wasn't until 4 years ago that I was able to resume my training. The physical benefits of training again were enormous. However, the physical benefits of Martial Arts training were not my only interest. I was also interested in the ancient philosophy that has been forgotten in so many American training halls. So, I began to research Martial Arts philosophy on my own. As an Air Force brat, AFJROTC (Air Force Junior Reserve Officer Training Command) cadet, and a Martial Arts student, I had heard a lot about honor. I had a vague idea of what honor meant, but no one really explained it to me in detail. It was through my research into the Martial Arts Philosophy that I found the detailed explanation of honor that is now an important part of how I live my life. Since honor is such an important part of being a CAP member, I would like to share some of what I have learned with you. USAF Major Forrest E. Morgan wrote the explanation I spoke about in his book, *Living the Martial Way: A manual for the way a modern warrior should think.*

The following article is only a brief summary of the section of the book devoted to honor. If you wish to read the section in detail, I highly recommend you get a copy of the book from your local library or bookstore. In his book, Major Morgan states that there are three tenants of honor: **Obligation**, **Justice**, and **Courage**.

Obligation: Obligation means that when someone does something for you, then you should do something for him or her in return. This should be done even if the person expects nothing in return from you. For example, I'm at work and a family emergency comes up. I need to take off work, but I have to be in court (for my job). A co-worker hears of my problem and offers to cover the hearing for me. Now, I am obligated to cover a hearing for them sometime in the future or perform some other favor that is equal to the favor they did for me. It is important, however, that you do not become obligated to a person of low moral character or a

dishonorable person. You do not want to owe a favor to one of these people. Watch the people around you. If their actions are dishonorable, keep these people at arms length. Do not be mean to them, but do not spend time with them other than what is required. It is important to note that fulfilling an obligation is not honorable if it creates an injustice.

Justice: According to Major Morgan, "Justice is simply knowing the difference between right and wrong and doing right."

Courage: There are two basic types of Courage: physical courage or bravery and moral courage. Physical bravery refers to things like risking your life to save another's life. Moral courage is "the fortitude it takes to do what is right, no matter what the personal cost."

In the book, there are many good, narrative examples of honorable and dishonorable actions, but let me give you one of mine. Jack is walking down the street and a dog suddenly attacks him. Scott, an unpopular boy, comes and hits the dog with a stick, causing it to run away and saving Jack from physical injury. Later that week, Jack is with a group of friends. His friends see Scott and start to tease him. Two of Jack's friend's friends start to get physical with him. Jack assesses the situation and realizes that he has an obligation to Scott, because he saved him from the dog. In addition, he recognizes that even if he didn't have an obligation to Scott, it is wrong for his friends to pick on him for no reason. Jack knows that if he acts to help the boy, he risks losing his friends and maybe even becoming unpopular himself. What should he do?

Jack turns to his friends and tells them to stop. They look at him and ask why he is sticking up for this guy. He tells them that Scott is cool, because he saved him from a vicious dog and only a cool guy would do that. With some reluctance, they decide to leave him alone and walk away. In this narrative, Jack has acted in an honorable way. He recognized his obligation to Scott and repaid him. He was able to see that what his friends were doing was wrong, and he had the moral courage to help Scott even though he risked losing his friends in the process. The best thing about this example is that not only did

Jack stop an injustice, but he did it in a way that allowed everyone to save face and there was no violence. The difference between face and honor is covered in the book and is a subject I will explain at another time.

Again this is just a brief summary of what is in Major Morgan's book. I highly recommend you read it for yourself.

Sources:

Morgan, Forrest E. Maj. USAF. *Living the Martial Way: A manual for the way a modern warrior should think*. New York: Barricade Books Inc. 1992

Individuality

We see them come.

We see them go.

Some are fast.

Some are slow.

Not one of them is like another.

Don't ask why. Go ask your mother.

- Dr. Seuss,

One Fish, Two Fish, Red Fish, Blue Fish

What makes you unique and different from everyone else?

Working Together

Alone we can do so little; together we can do so much.

- Helen Keller

What do you do best alone? What do you do best with others?

The Team

Even when you've played the game of your life, it's the feeling of teamwork that you'll remember. You'll forget the plays, the shots and the scores, but you'll never forget your teammates.

- Deborah Miller Palmore
U.S. Olympian, Basketball

What's the best team you've ever been on? Why did you work so well together? What do you remember most?

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Can You Name This Aircraft?

Hint: This was the first year it was at the Wings of Freedom Air Show.



Wingspan: 52 ft.
Length: 37 ft., 10in.
Height: 9 ft., 10 in.
Total Wing area: 220 sq. ft.
Max Speed: 415 mph.
Range: 2,000 mi.
Armament:

- Four .50 caliber machine guns
 - Ten MK14 rockets.
 - One 20-mm. Cannon
 - One torpedo, or
 - Four 500 lb. general purpose bombs
- Service Ceiling: 44,000 ft.
Main theater service: Europe, Asia
Service Era: World War II

Looking for Articles

As you've seen, people in our squadron write the articles for our newsletters. The next time you go on a Squadron, Wing or National activity, please take a few minutes to jot down your thoughts, what the activity was for, what you liked & disliked, things about the activity that you might remember for a long time, and whether you recommend the activity for others.

We'll take care of correcting the spelling & grammar. We might also have to make minor changes to fit it into the newsletter.

Thank you.

C/TSgt Mike Strickland
Editor

Have You Visited the Arundel Squadron Web Site Lately?

Well, have you? If you haven't visited the Squadron web site recently you might be missing some valuable information. In addition to upcoming Squadron Events and Activities, Squadron News articles and pictures, and downloadable forms, this Squadron Newsletter will also be posted there. We'll also try to get past editions

posted there for download. You can visit the site at:

<http://arundel.mdwg.cap.gov>

Commander's Call

Capt. Chris Pumphrey

Squadron Commander

Arundel Composite Squadron, CAP

The Commander's Call column begins in October. You're invited to submit issues/concerns for Capt. Pumphrey to address in this column. Submissions should interest a majority of the squadron. Please send your submission to: mstrickland@comcast.net

Synergy

Synergy is when two or more people work together to create a better solution than either could alone.

Synergy is everywhere in nature. The great sequoia trees grow to heights of 300 feet or more. The massive trees grow in clumps and share a vast array of intermingled roots. Without each other, they would blow over in a storm.

Geese flying in a V formation travel 71 percent farther than if each flew alone. The flapping wings of the geese produce an updraft for those birds following behind. The birds in the back honk to encourage those in the front. When the lead goose tires, he goes to the back and allows another to lead.

With whom do you work best? Why? Do you belong to any group that could accomplish more if they worked together better?

Inspirational quotes/guidance is provided by *The 7 Habits of Highly Effective Teens*, © 1998 Franklin-Covey, © 1999 The Booksource.

I had some extra space.

-Mike

